

Applicant	Marina View LLC – Sunrise Middle River Hotel	
Request	Site Plan Level III Approval of a 90 room suite hotel in the B-1 District	
Location	2025 E. Sunrise Blvd. Shown on the attached location map as Exhibit 1	
Legal Description	Portion of Gov. Lot 7, Section 36, Township 49 S., Range 42 E., Beginning 910.92' East and 50' North of the S.W. corner of Lot 7 for P.O.B., West 46.08, North 126.38', East 150' to Middle River, South to P.O.B.	
Property Size	17,317 SF/0.39 acres	
Zoning	B-1	
Existing Land Use	Vacant parcel	
Future Land Use Designation	Commercial	
Comprehensive Plan Consistency	Consistent with Future Land Use Element and Permitted Use	
Other Required Approvals	Plat approval (30-P-02) by the Planning and Zoning Board and City Commission	
Applicable ULDR Sections	47-6.20, B-1 Dimensional Requirements 47-23.8 Waterway Use 47-25.2, Adequacy Requirements 47-25.3, Neighborhood Compatibility Requirements	
Setbacks/Yards	Required	Proposed
	Front	20'
	Rear	15'
	Side (West)	0'
	Side (East)	20'
Lot Size	None	17,317 SF
Lot Width	None	152.75'
Building Height (Max)	150'	146'
Floor Area	None	5.8
VUA Landscaping	20% or 193 SF	193 SF
Parking	98	104
Applicable ULDR Sections	<ul style="list-style-type: none"> • 47-6.11 Permitted uses in the B-1 District • 47-6.20 Dimensional Requirements for the B-1 District • 47-23.8 Waterway Use • 47-25.2 Adequacy Requirements • 47-25.3 Neighborhood Compatibility Requirements 	
Notification Requirements	Sign notice posted along the street and water frontage.	
Action Required	Site Plan Level III Review	
Project Planner Authorized By	Name and Title	Initials
	Donald L. Morris, AICP, Planner III	
	Chris Barton, RLA, AICP, Principal Planner	
	Bruce Chatterton, AICP, Planning and Zoning Manager	
Approved By		

Request:

The applicant is requesting Site Plan Level III approval for a 146' high, 90 room suite hotel in the B-1 District. The property is located on the north side of Sunrise Blvd., immediately west of the Middle River.

Property/Project Description:

Due to an existing raised median, access to the hotel is via a proposed entrance-only curb cut from the westbound lane of E. Sunrise Boulevard at the east end of the property. Vehicles will exit the site to the westbound lane via an exit-only curb cut at the west end of the property. There are no building yard, length or height modifications requested. The required 20' landscape buffer is provided adjacent to the Middle River (pursuant to Section 47-23.8 Waterway Use). Improvements to the existing dock are also being proposed with this development.

To the north of the site is the East Point Towers, residential condominium development (zoned B-1); to the west is an office building (zoned B-1); to the east is the Middle River. South of the site, across E. Sunrise Blvd., are commercial properties (zoned B-1). A location map has been provided as **Exhibit 1**.

The proposed 146' high hotel structure is stepped back along the north façade approximately 28' at a height of 56' at the 7th floor. The architecture is modern with rounded building corners, balconies, stainless steel railings, blue and silver metallic panels, and blue tinted glass. The ground floor of the building will contain the lobby and reception area, together with a 2,000 SF coffee shop and a 575 SF kitchen area. The entrance ramps to the parking garage will be on the west end of the building. The 2nd through the 6th floors will house the parking garage. The 7th floor contains a 28' wide sun deck terrace with a pool on the north side of the building, together with hotel suites on the south side of the building. Floors 8 through 16 will contain the remaining hotel suites.

The proposal is to provide only hotel suites, the associated lobby and the coffee shop. Section 47-35.1 Definitions, defines hotel suites as an "...area within an establishment licensed as a hotel or motel by the State of Florida, which area provides a sleeping accommodation and kitchen or cooking facilities for the use of one (1) or more transient guests registered under one (1) entry with the establishment." Hotel suites must have a minimum area of 450 SF, have a maid service provided by the establishment, be fully furnished, and be served by a central switchboard telephone system. Establishments that provide hotel suites must provide a minimum of 85 such suites. The applicants have provided 90 hotel suites.

The applicant has also filed for plat approval (33-P-02), which is scheduled to be heard at the December, 2003 Planning and Zoning Board meeting.

Parking and Traffic:

A total of 104 parking spaces are provided where 98 spaces are required.

Traffic

The applicant has provided a traffic study addressing traffic circulation standards and requirements (**Exhibit 2**). The City's traffic consultant Hughes Hughes, Inc. has reviewed the study and the submitted site plan and has recommended the following:

The applicant's traffic study, as supplemented, indicates that the project will generate approximately 886 weekday trips, including 73 weekday morning peak hour trips, and 69 weekday afternoon peak hour trips. These trips have a relatively circuitous route to the project, given the right-turn-in/right-turn-out only access and the prohibition of u-turns in the immediate vicinity of the project. This situation is somewhat exasperated by the fact that hotel guests are not necessarily familiar with the area, and may experience greater access difficulties than "repeat" drivers associated other land uses.

Through the site plan review process, several site plan safety issues remain, including insufficient drop-off area, insufficient garage ramp lane width, and insufficient pedestrian ways. In order to proceed, these issues, as well as other needed improvements, have been addressed in the recommended conditions of approval listed below.

Based on review of the applicant's site plan and traffic analyses, the following traffic-related development conditions are recommended as a means of resolving remaining issues related to the site's future traffic, access and circulation:

1. To provide adequate on-site traffic flow and reduce inbound queue length, revise the site plan to provide a sufficiently wide entrance area (approximately 24 feet wide) to allow for inbound vehicles to pass "standing" vehicles (passenger drop-off, service vehicles, deliveries and the like) using the drop-off area.
2. To provide sufficient lane width for entering and exiting vehicles to avoid encroaching into oncoming lane, revise the site plan to reflect the entering (up) ramp at a minimum of 14 feet wide, and the exit (down) ramp at a minimum of 12 feet wide.
3. To improve pedestrian safety and enhance pedestrian mobility, revise the site plan to add a pedestrian walkway connecting the project's lobby entrance to Sunrise Boulevard to the west.
4. To improve pedestrian safety and enhance pedestrian mobility, upgrade the pedestrian signal heads at Sunrise Boulevard/NE 20 Street to replace the "walk/don't walk" indications with countdown indications.
5. To improve pedestrian connectivity across Federal Highway north of Sunrise Boulevard, for this and other projects in the area, recommend a feasible pedestrian crossing across Federal Highway, north of Sunrise Boulevard.

6. To “calm” the project traffic using Bayview Drive to access the project, contribute to the cost of implementing the City-approved traffic calming plan for Bayview Drive.

Additional comments regarding the applicant’s traffic study and site plan are provided as **Exhibit 3**.

Adequacy and Neighborhood Compatibility:

The applicants have provided a narrative regarding how this proposal complies with the Adequacy Requirements (Section 47-25.2) and Neighborhood Compatibility Requirements (Section 47-25.3.A.3.e.i) (**Exhibit 4**). The following reflects staff’s review of the applicant’s narrative and proposal:

Bulk Controls:

The applicant has provided the required minimum yards along the front and sides of the development. In an effort to mitigated potential impacts to the condominiums to the north, a 15’ rear yard has been proposed, where zero (0’) is required. The building has also been stepped back 28’ on the north façade at the 7th floor, to further decrease the impact to the property to the north.

Building Mass:

Since the building is stepped back at the 7th floor, there is a variation to the building mass facing the Middle River. The rounded building corners also help reduce the appearance of mass.

Comprehensive Plan Consistency:

The proposed hotel is a permitted use in the Commercial land use designation.

Staff Determination:

Staff finds the proposed site plan in conformity with Comprehensive Plan and the ULDR.

Should the Board approve the proposed development, staff proposes the following conditions:

1. Traffic:
 - a. To provide adequate on-site traffic flow and reduce inbound queue length, revise the site plan to provide a sufficiently wide entrance area (approximately 24 feet wide) to allow for inbound vehicles to pass “standing” vehicles (passenger drop-off, service vehicles, deliveries and the like) using the drop-off area.
 - b. To provide sufficient lane width for entering and exiting vehicles to avoid encroaching into oncoming lane, revise the site plan to reflect the entering (up)

ramp at a minimum of 14 feet wide, and the exit (down) ramp at a minimum of 12 feet wide.

- c. To improve pedestrian safety and enhance pedestrian mobility, revise the site plan to add a pedestrian walkway connecting the project's lobby entrance to Sunrise Boulevard to the west.
 - d. To improve pedestrian safety and enhance pedestrian mobility, upgrade the pedestrian signal heads at Sunrise Boulevard/NE 20 Street to replace the "walk/don't walk" indications with countdown indications.
 - e. To improve pedestrian connectivity across Federal Highway north of Sunrise Boulevard, for this and other projects in the area, recommend a feasible pedestrian crossing across Federal Highway, north of Sunrise Boulevard.
 - f. To "calm" the project traffic using Bayview Drive to access the project, contribute to the cost of implementing the City-approved traffic calming plan for Bayview Drive.
2. Approval of Plat 30-P-02.
 3. The proposed development is in an area that has the potential to generate impacts from construction debris due to high winds and close proximity to existing uses. As such, in order to ensure that construction debris remains on site and does not become a nuisance to neighboring properties, prior to application for a building permit, a Construction Debris Mitigation Plan shall be submitted to include but not be limited to the requirements of the Construction Debris Mitigation Policy as attached, and as approved by the City's Building Official.
 4. Final DRC approval.
 5. Site plan approval shall be valid as provided in ULDR Section 47-24.1.M.

Planning and Zoning Board Review Option:

1. If the Planning and Zoning Board determines that the proposed development or use meets the standards and requirements of the ULDR and criteria for site plan level III review, the Planning and Zoning Board shall approve or approve with conditions necessary to ensure compliance with the standards and requirements of the ULDR and criteria for the proposed development or use, the issuance of the site plan level III permit.
2. If the Planning and Zoning Board determines that the proposed development or use does not meet the standards and requirements of the ULDR and criteria for the proposed development or use, the Planning and Zoning Board shall deny the site plan level III permit.

City of Fort Lauderdale
Building Services Division Construction Debris Mitigation Policy

Section 24-11 Construction Sites, of the City of Fort Lauderdale Code of Ordinances is for the purpose of controlling construction debris. In accordance with the Code, any property under construction is required to contain construction debris on the subject property site. In an effort to ensure that construction debris does not spillover onto adjacent sites, the Building Services Division will require the following mitigation measures as minimum conditions to prevent the spillover of construction debris onto adjacent properties. These measures are to be included in a Construction Debris Mitigation Plan, which will be submitted to the Building Official, prior to the issuance of a building permit for the subject project. Additional measures may be required to ensure compliance with the Code, as deemed necessary by the Building Official.

1. Extermination of the site and buildings prior to demolition. A certificate certifying that the site has been exterminated is required to obtain a demolition permit.
2. Wet demolition of existing buildings is required to minimize dust.
3. Install and maintain a 6' screening (wind blown) on all ground level perimeter site fencing to minimize dust and debris blowing out to surrounding buildings.
4. Adherence to all state and county regulations with regards to the handling of asbestos in existing buildings.
5. Provide for construction employee parking and construction staging areas, to be reviewed and approved by the City's Engineering Department, and as necessary the City's Zoning and Parking Divisions.
6. The Building Division will require measures to minimize the airborne concrete when pouring. Such measures may include, but are not limited to, use of a wet saw when cutting concrete, wind screens around saws on concrete work deck; wind screens on end of concrete pump hose, etc.
7. The Building Division will require measures to minimize airborne debris from all open floors, including but not limited to, a requirement that each floor undergoing construction activity be wrapped to control the spillover of concrete and dust onto adjacent properties.
8. Sweeping compound will be required to minimize dust when sweeping the open floors of the building.
9. Broom cleaning of adjacent streets and sidewalks is required on a daily basis.
10. A hot line telephone number for the subject property is required to address issues as they arise.
11. On site visits by City Building Inspectors and other building officials will occur, as needed, to ensure that the concerns of adjacent property owners regarding construction debris and noise are being properly and timely addressed. The costs incurred for such inspections will be borne by the applicant